

More Than 750 Gallons per Minute



A new Stouffville well, producing an estimated 750 gallons of water per minute will provide for the future needs of town residents up to a population of 12,000 people. The strike was made on Thursday morning. A one-day test produced one million gallons of water in 24 hrs.—Staff Photo

One Million Gallons Per Day Test From New Town Well

A volume of water exceeding 750 gallons per minute, flowed from a new Stouffville well on Thursday morning of last week. The strike is located only a short distance from four other town wells and the two reservoirs. A one-day test produced one million gallons of water in 24 hours. The Contractor is Mr. C. H. Rutledge of Nobleton.

According to the contract, the firm was required to produce 750 gallons of water per minute to qualify for their maximum bid of \$14,500. A minimum of 350 gallons of water was necessary or no charge would be made against the municipality.

The success of the venture will be tested from time to time over a one year period. Mr. E. H. Neville, a member of the Stouffville P.U.C., told the Tribune that such a guarantee was necessary as a safeguard for the town. "We couldn't gamble with over \$14,000 of taxpayers' money," he said. "The contractor took the chance."

In commenting on the success of the project, Mr. Neville said that the water supply would now be sufficient to serve a population of 12,000 people. "The results were exactly as I expected," he continued. "The shaft was sunk to a depth of 44 feet.

An eight inch pipe will be connected into the reservoir. Work will commence this Spring on the extension of the two reservoirs. K. W. Betz Construction Co. of Stouffville will do the job. When completed, the tanks will provide storage for one million gallons of water. They will be re-lined and painted. A more adequate shut-off will be installed should one reservoir require cleaning. Mr. Neville suggested that if the new well continued to produce according to expectations, no water restrictions should be necessary in the future. Members of the Commission viewed the new well on Thursday morning.

P.U.C. Asks \$30,000 Construction Debenture

Stouffville municipal council is in receipt of a request from the local Public Utilities Commission for the issuance of a \$30,000 debenture, to cover the expansion of the hydro distribution system, as well as the cost of transformers and meters. The expansion is based on the expectation that 70 new homes will be erected in Stouffville in 1960.

Councillor Parsons asked if it would be possible to defer the issuing of debentures until it was seen whether or not the homes were built. However, it was explained by Reeve Lehman who is a member of the Commission, that unless some debentures were floated, the Commission would be \$16,000 in the red by the end of the year.

It was stated that the Commission had been forced to eat up all its reserves plus much working capital to finance the sub-divisions of the last two years, and could not receive sufficient funds from revenue to go on this year.

Councillor Parsons moved that the H.E.P.C. be asked to approve the debenture and the request will later have to go to the Municipal Board.

Little Change in High School Salaries

The salaries of Stouffville District High School teachers will be little changed in 1960, according to the new schedule just approved. The School Board has made a few adjustments to keep the salaries in line with surrounding schools, but with few exceptions they are basically unchanged. The three-level system, based on academic qualifications, has been maintained. A request to institute a fourth level was rejected by the Board.

In category 1, the basic salary will remain at \$4500; in category 2, which is an endorsed certificate, the basic salary is \$4700; in category 3, which is specialist standing, the rate is \$5,000.

Chief change in the three divisions is that the annual increment of \$300 will begin after one year service rather than after three years as previously.

The Principal's salary was increased from \$8100 to \$9,000 and cumulative sick leave will now be 175 days rather than 150.

Consideration is being given to the engaging of an additional teacher, which would bring the total number of teachers including the principal to fourteen.

Townline Crash Sends Five To Hospital

Five persons were admitted to hospital on Saturday morning, following a head-on crash on the Markham - Whitchurch townline, two miles east of Gormley. The cars were badly damaged.

Most seriously injured were Mr. and Mrs. Richard R. Penrose, Downsview, Ont. Mr. Penrose, the driver, suffered a broken leg and six cracked ribs. His wife suffered deep head lacerations and internal injuries. The driver of the other auto, Wm. Fry of Unionville, his wife and a passenger, Wm. Middleton of Unionville R.R. 1, were treated in the North York Branson Hospital. They were released after receiving medical first-aid. Mr. and Mrs. Penrose were admitted to York County Hospital, Newmarket.

P.C. James Stewart of the Ontario Provincial Police at Van-

dorf told the Tribune that visibility was extremely poor, due to drifting snow. Two of the injured were retained at the home of Mr. Seth Wideman until they could be removed to hospital by the police. Dr. Doug Brodie of Stouffville attended the injured at the scene.

Mr. and Mrs. Reg. Tomkinson, Second St., returned home last week from a very enjoyable trip to England to visit with his family, and to Holland to visit her relatives there. While in England they visited places of historic interest. Mrs. Tomkinson found the open air markets in England a most enjoyable experience. Springlike weather was enjoyed by them in England.

To Plow or Not To Plow?

Councillor Mumberson advised council in Markham Twp. on Monday night, that some farmers had informed him that Deputy-reeve Dean said the township would plow out their laneways. Deputy-reeve Dean, in reply, said he had directed any calls he got to Mr. Mumberson, chairman of roads. Councillor Mumberson replied, "One man has been back three times, so he must be getting encouragement from some source."

Councillor Mumberson stated he would like the direction of council in regard to the use of the township equipment in private drives. He said that a resolution in the books stated that such use was to be only in cases of emergency, but he had found that township equipment was doing some of this work.

Reeve Clark stated that in years past, some action was possibly desirable but today there are private persons who have snow removal equipment and he considered, that the township should leave the work to these private parties.

FRANK EDWARDS DEFINITELY OUT

According to a communication from the village of Stouffville solicitors and read before council on Thursday evening, Frank Edwards ceased to be Police Chief of Stouffville as of Dec. 18th. According to the communication, Judge Forsyth was hearing the Edwards case on behalf of Stouffville Municipal Council, and since Edwards failed to resign within ten days of the judgment, as ordered, he was automatically dismissed by the Judge, which was the same as being dismissed by council.

It was never necessary that council give Edwards any further notice of dismissal than that which Judge Forsyth had given, the statement said.

The communication went on to say that any acts in which Edwards' attempts to still hold himself up as Police Chief are false.

The lawyer's communication was the result of a statement published in this newspaper in which Edwards referred to himself still as Police Chief and stated that he had never been notified by council that he was through.

Aurora Contractor Gets High School Job Here

Model Builders Limited, Aurora, were the successful bidders for the contract of erecting the new addition to the Stouffville District High School. The price is \$115,000. Architect's fees will be \$6,900 and furnishings \$3,100. Thirteen tenders were received for the job with \$145,000 being the highest figure asked. No local contractors placed a tender.

Work on the school is expected to commence as soon as the frost is out, depending on final approval from the Ontario Municipal Board and the Dept. of Education. The addition will contain six rooms and will be constructed of sufficient strength to permit a second storey at a later date if required.

The Model Builders Limited are presently constructing a public school under the supervision of Mr. Bolgan who is the Stouffville architect.

Stouffville Council Jottings

Council tabled any action with regard to the move on the part of some of the thirteen fringe municipalities to ask to be removed from Metro Planning Control.

Agreed to notify Cedar Pines Development that their request for release of \$3,000 in bond for the completion of the roads in the northwest corner of town, be declined until work asked for in the fall, was completed. It was not known if the \$2,500 which would remain would be sufficient to handle the grading of shoulders, and repair to ditches and culverts.

Requested the Metro Conservation Engineers to survey Duffin's Creek for flood control recommendations to be used in preparing forthcoming annexation presentation.

Accepted tender of Office Specialty Co. of \$3609.80 for new furniture with which to equip the new municipal building. Two tenders were received.

Received police report which showed that cruiser travelled 1293 miles last month, that 12 fires, funerals and escorts were provided for, four parking tags were handed out, in addition to a number of other complaints.

Passed a resolution which calls for not less than 200-watt bulbs to be placed in all standard residential street lights whenever older bulbs are being replaced.

Discussed a suggestion of Road Chairman Ken Wagg that angle parking on the north side only, be considered for the business section of town. Heard Mr. Wagg report that double the number of cars could be angle-parked on the north side as can be accommodated by side parking on both sides.

The Stouffville Midgets will play host to Stayner in the local arena on Thursday night at 8:45. The winner of the two-game series will advance into the Ontario semi-finals.

Hydro Rates Going Up

Due to rising maintenance costs, continued capital expansion and an increase in power rate from the Ontario Commission, Stouffville's Public Utilities Commission have found necessary an increase in hydro rates to local consumers. The Ontario Hydro Commission has increased the price of power supplied to municipalities, as of Jan. 1st, by \$1.95 per kw per annum. The January account reflected this increase when Stouffville's bill for power was \$7,572.95. What the new rate structure will be is not yet known but an application has been made to Ontario Hydro for permission to increase.

No Additional P.S. Teachers Expected

Stouffville's two public schools are now employing twenty full-time teachers and one part-time, and no additional teachers are expected to be needed in 1960. While the percentage of the local town budget required for schools is smaller than last year, the public school levy still presents a formidable sum, being \$118,911.88 with \$59,073.98 to be levied after grants. Of this budget, teachers' salaries require \$88,017.00.

Minimum Upped Stouffville public school teachers' only salary change is the increasing of the minimum from \$2900 to \$3000. The annual increment is \$200 for the first 3 years and then \$300. The maximum salary which was boosted last year to \$5500 will remain the same this year. Figures for the Principals are being arranged.

Whitchurch Storm Bill To Be High

While no actual figures were given, Road Supt. Davis of Whitchurch Township, advised council last week that the employment of bulldozers to push back the snowbanks was proving very expensive. However, he considered that, in view of the possibility of more snow in March, the action was necessary, and council agreed to go ahead with the work for a week.

The total road costs placed with the Highways Dept. for subsidy in 1959 was in excess of \$180,000 and council was in receipt last week of a cheque for \$43,047.16.

Some complaints have been received by council regarding the damaging of mailboxes by snowplows. However, the Road Supt. stated that it was impossible with the amount of snow, to see the location of these boxes. He said that, no doubt, when the snow had begun to recede, more complaints could be expected.

Tax Levy For 1960 Up To \$251,650

Rate Up 3 1/2 Mills

Stouffville's tax rate has been struck for this year three and a half mills higher than 1959. Ratepayers may breath some sighs of relief however, as they have reached the full debenture costs of the sewerage system. This year's \$250,000 budget includes full debenture payment on sewers for the entire town, the new public school and an amount for a new fire truck. An increase in assessment of nearly \$350,000 helped to keep the tax rate down to the three and a half mill jump.

In speaking on the rating bylaw Lehman stated that he had declared at the latest nomination meeting that some increases could be expected in the tax levy as the town continued to grow. "We're not spending any of this money foolishly and I don't think the rate is too bad for what has been accomplished."

Councillor Parsons, chairman of the finance committee stated that it could easily be seen that the three items on the budget which were primarily responsible for the increased levy were, the amount set aside for the purchase of a new fire truck, the completion of sewers and the public school costs. He said that no blame could be attached to any department for the increase, it was just normal additions of growth which had to be paid for.

The actual tax rate for this year will be 65.5 on residential property, as compared to 61.8 last year, and on business and commercial 68.5 as compared to 65.0 in 1959. The total amount of money to be raised is \$251,651.84, as compared to \$207,000 last year. The levy will be collected on an assessment of \$3,671,544.00.

This is the third year that ratepayers have contributed towards the sewers which take a total of 17.5 mills. Sewers make up approximately 30% of the total budget and schools, both public and high, 36%. Less than 25% of the budget is comprised of what can be termed controllable items.

The following are the levy accounts and the rates for 1960:

	amount	mills
County Rate	\$22,396.42	6.1
Public Schools		
Maintenance	55,440.31	15.1
Debentures	11,748.94	3.2
High School Rate	26,435.12	7.2
Village Purpose Rates		
Community Centre Rate	1,468.61	.4
Library	2,570.08	.7
Debentures (Sewers)	55,807.46	15.2
Maintenance (Sewers)	3,444.55	2.3
Welfare Rate	1,101.46	.3
Street Lighting Rate	3,304.38	.9
General Purpose Rates		
Residential & Farm	41,163.96	14.1
Business & Commercial	12,861.15	17.1
Total rate for residential and farm		65.5
Total rate for business and commercial		68.5

Some Tax Increase Forecast In Markham

There were ten bids placed before Markham Township council on Thursday evening, for the supply of gravel and fill for use on the roads this year. Most companies bid on the entire contract, but some on only the section in which they are located. The bids varied greatly, and were referred to the Road Committee for a report.

Markham's Metro Conservation Levy for this year will be \$5,180.80. Councillors expressed some dissatisfaction that such a large amount should be spent entirely outside the boundaries of the township. A little more action to secure the Bruce property as an historic site would be appreciated.

Some Tax Increase Deputy-reeve Dean advised council that since the budget was being prepared, it was only fair to say that an increase in

the mill rate could be expected. Clerk Crisp drew attention to the fact that the 1959 council had a surplus of \$60,000 to work on, and in considering this, he thought it only likely that there would be some increase.

Reeve Clark stated that the demand for services, especially in regard to sanding and snow removal, continued to increase, and if the public required and received such service, they must expect to pay for it.

Building \$55,300 For Markham in January

Markham Township's mid-winter building report showed that building permits to a total value of \$55,300 were taken out in January. Of this amount, \$38,000 was for dwellings, \$2,000 for accessory buildings and \$12,

Dayliner Stranded

One hundred and fifty people were stranded aboard a single-coach C.P.R. dayliner on Saturday afternoon when the east-bound diesel became bogged down in a huge snowdrift 1 1/2 miles east of Clearmont.

The marooned engine was rescued by a snow plow that worked its way through the bank. The passengers remained on board until the line was cleared.

Mr. Hanthorne, the Clearmont station agent, told the Tribune that contrary to belief, a diesel locomotive cannot cope with a great depth of snow. "A diesel engine is excellent in good weather but I'll still take the steam locomotive anytime," said the agent.

BETTER SIGNALS FOR C.N.R.

Stouffville municipal council has been advised by the Board of Transport Commissioners that the present wig-wag signal is to be removed from the CNR crossing in town and the more modern flasher lights installed. The cost of the new installation will be borne, 80% (\$1360) by the C.N.R. and the balance reserved for the Transport Board. The maintenance will be paid 50% by the Dept. of Highways and 50% by the C.N.R.

Snow Removal Costs Begin to Climb

Stouffville municipal council authorized payment on Thursday night of bills, totalling \$1339 for snow-plowing and snow removal in town this winter. It was believed that this was possibly only half the outstanding amount.

The total cost of plowing and removal last winter was \$3434. Road chairman Ken Wagg said that he had received many favorable comments on the good job of plowing that was being done.

Mr. and Mrs. Newton, Spring St., waited on council concerning a ditch which runs on the westerly boundary of their property and which they claim frequently floods their land. Mr. Newton wished to know whose responsibility it was to clean out the stream. It was pointed out that the stream was entirely on private property.

After a lengthy discussion, council agreed on a motion by councillor Parsons that the matter be referred to the Property Committee, with recommendation that when spring arrived, the complaint be investigated.

Councillor Laushway commented that as more and more new residents came to town, there would be more and more complaints concerning some conditions that have existed for years, and council would have to expect to do something about them.

800 for industrial and commercial. Public buildings accounted for \$2500 and included is an addition on the Ratoff Youth Centre and valued at \$2500.

Diesel Engine Bogs Down In Fifteen foot Snowdrift; 27 Passengers Stranded

Twenty-seven passengers on board a Toronto-Peterboro CNR passenger train were stranded in the Stouffville station until 3 o'clock Sunday morning after the diesel engine became marooned in a fifteen-foot snowdrift 2 miles north of town. Twenty-two others, residents of the Goodwood-Uxbridge area, either hitch-hiked home or remained overnight in Stouffville.

Two emergency diesel engines arrived at the scene from Toronto. Aided by sectionmen, the locomotive was finally freed at 4 a.m. The line was then cleared by a snowplow.

The passengers were taken to Hal's Snack Bar in Stouffville for an evening meal. The cost

was borne by the C.N.R. A bus from Lindsay arrived at the station at three o'clock. From Lindsay, the people were taken to their homes by taxi. The majority were bound for Cannington, Woodville, Hastings, Sunderland, Campbellford and Lorneville. Included in the group was the Reeve of Cannington, Mr. Wm. J. Beard. He praised the train crew for their courtesy and co-operation. The youngest passenger was one year old Michele Restivo of East York. She was accompanied by her mother Mrs. Lois Restivo.

The conductor, Frank W. Doleman of Stoney Creek had asked Stouffville station agent, Bert Corbett, to keep the depot

open for a few minutes after the train's departure. "I told him we might be back," he said. He noted that the line between Markham and Stouffville was quite heavy and he feared it might worsen as they continued north. He said that visibility was very poor, due to blowing and drifting snow. The engine came to a gradual halt and no one was injured. One coach and a baggage car were towed back to the Stouffville station. "It was the diesel vs. the snow and the diesel lost," noted the conductor. The engineer was Mr. Jack Cochrane of Lindsay. Not since December, 1944, had a passenger train been snow-bound on the Stouffville